

nonassociated oil and gas drilling and exploration company.

East Ohio and CNG state that the sale of the Assets is part of East Ohio's contribution towards the current effort of the CNG system to cut costs and increase profits. East Ohio and CNG additionally state that, as utility assets, the Assets provide less than 1/2 of 1% of East Ohio's total gas supply. Furthermore, by selling the Assets, East Ohio will save about \$900,000 a year in maintenance costs.

For the Commission, by the Division of Investment Management, pursuant to delegated authority.

**Margaret H. McFarland,**

*Deputy Secretary.*

[FR Doc. 95-8542 Filed 4-6-95; 8:45 am]

BILLING CODE 8010-01-M

## SMALL BUSINESS ADMINISTRATION

**[Declaration of Economic Injury Disaster Loan Area #8499]**

### **Massachusetts (and Contiguous Counties in Connecticut); Declaration of Disaster Loan Area**

Hampden County and the contiguous counties of Berkshire, Hampshire, and Worcester in the Commonwealth of Massachusetts and Hartford, Litchfield, and Tolland in the State of Connecticut constitute an economic injury disaster area as a result of damages caused by a fire which occurred on January 17, 1995 in the town of Palmer, Massachusetts. Eligible small businesses without credit available elsewhere and small agricultural cooperatives without credit available elsewhere may file applications for economic injury assistance until the close of business on January 3, 1996 at the address listed below: U.S. Small Business Administration, Disaster Area 1 Office, 360 Rainbow Blvd. South, 3rd Floor, Niagara Falls, NY 14303 or other locally announced locations. The interest rate for eligible small businesses and small agricultural cooperatives is 4 percent.

The economic injury number assigned to this disaster for the State of Connecticut is 850000.

(Catalog of Federal Domestic Assistance Program No. 59002)

Dated: April 3, 1995.

**Philip Lader,**

*Administrator.*

[FR Doc. 95-8574 Filed 4-6-95; 8:45 am]

BILLING CODE 8025-01-M

## DEPARTMENT OF HEALTH & HUMAN SERVICES

### Social Security Administration

#### **Agency Forms Submitted to the Office of Management and Budget for Clearance**

Normally on Fridays, the Social Security Administration publishes a list of information collection packages that have been submitted to the Office of Management and Budget (OMB) for clearance in compliance with Public Law 96-511, The Paperwork Reduction Act. The following clearance packages have been submitted to OMB since the last list was published in the **Federal Register** on March 10, 1995.

(Call Reports Clearance Officer on (410) 965-4142 for copies of package.)

1. Subpoena-Disability Hearing—0960-0428. The information on form SSA-1272 is used by the Social Security Administration to subpoena evidence or testimony needed in disability hearings. The respondents are comprised of Federal and State disability determinations services officers. Number of Respondents: 36  
Frequency of Response: 1  
Average Burden Per Response: 30 minutes  
Estimated Annual Burden: 18 hours

2. Agency/Employer Questionnaire—0960-0470. The information on form SSA-4163 is used by the Social Security Administration to determine the need for and the amount of any offset of benefits for certain individuals receiving government pensions and also receiving or applying for Social Security benefits. The respondents are State governments or political subdivisions thereof. Number of Respondents: 1,000  
Frequency of Response: 1  
Average Burden Per Response: 3 minutes  
Estimated Annual Burden: 50 hours

3. Response to Notice of Revised Determination—0960-0347. The information on form SSA-765 is used by claimants to request a disability hearing and/or to submit additional information before a revised reconsideration determination is issued. The respondents are claimants for disability insurance benefits. Number of Respondents: 1,925  
Frequency of Response: 1  
Average Burden Per Response: 30 minutes  
Estimated Annual Burden: 963 hours

4. Notification of Projected Completion Date—0960-NEW. The form SSA-891 is used by the Social Security Administration and the State disability

determination services to notify disability hearings units (DHU) that a specific hearing case will not be completed and forwarded to the DHU as originally scheduled. The respondents are State disability determination services staffs.

Number of Respondents: 20  
Frequency of Response: 1  
Average Burden Per Response: 5 minutes  
Estimated Annual Burden: 2 hours

5. Student's Statement Regarding Resumption of School Attendance—0960-0143. The information on form SSA-1386 is used by the Social Security Administration to verify full-time attendance at educational institutions and to determine eligibility for student benefits. The respondents are student beneficiaries currently receiving SSA benefits.

Number of Respondents: 133,000  
Frequency of Response: 1  
Average Burden Per Response: 6 minutes  
Estimated Annual Burden: 13,300 hours

6. Authorization for the Social Security Administration to Obtain Account Records from a Financial Institution and Request for Records—0960-0293. The information on form SSA-4641 is used by the Social Security Administration to determine whether an applicant meets the resources eligibility requirements for Supplemental Security Income and Aid to Families with Dependent Children (AFDC). In the AFDC program, this information is used only as part of the quality review of the program. The respondents are financial institutions.

Number of Respondents: 500,000  
Frequency of Response: 1  
Average Burden Per Response: 6 minutes  
Estimated Annual Burden: 50,000 hours

7. Statement of Household Expenses and Contributions—0960-0456. The information on form SSA-8011 is used by the Social Security Administration (SSA) to obtain or corroborate the household expenses and contributions the claimant/recipient makes toward the expenses. SSA needs the information to correctly determine the amount of unearned income received by the claimant/recipient in order to determine the individual's eligibility and payment amount under the SSI program. The respondents are household members of SSI claimants/recipients.

Number of Respondents: 400,000  
Frequency of Response: 1  
Average Burden Per Response: 15 minutes  
Estimated Annual Burden: 100,000 hours

OMB Desk Officer: Laura Oliven

Written comments and recommendations regarding these information collections should be sent directly to the appropriate OMB Desk Officer designated above at the following address: Office of Management and Budget, OIRA New Executive Office Building, Room 10230, Washington, D.C. 20503.

Dated: April 3, 1995.

**Charlotte Whitenight,**

*Reports Clearance Officer, Social Security Administration.*

[FR Doc. 95-8752 Filed 4-6-95; 8:45 am]

BILLING CODE 4190-29-P

## DEPARTMENT OF TRANSPORTATION

[Docket 37554]

### Order Adjusting the Standard Foreign Fare Level Index

Section 41509(e) of Title 49 of the United States Code requires that the Department, as successor to the Civil Aeronautics Board, establish a Standard Foreign Fare Level (SFFL) by adjusting the SFFL base periodically by percentage changes in actual operating costs per available seat-mile (ASM). Order 80-2-69 established the first interim SFFL, and Order 95-2-9 established the currently effective two-month SFFL applicable through March 31, 1995.

We will, however, no longer publish a SFFL for U.S.-Canada markets. Under the terms of the new Air Transport Agreement between the United States and Canada, effective February 24, 1995, transborder fares are no longer subject to unilateral disapproval by either government, and routine tariff-filing requirements are eliminated. Thus, there is no longer a need to compute a SFFL for the Canadian Entity.

In establishing the SFFL for the two-month period beginning April 1, 1995, we have projected non-fuel costs based on the year ended December 31, 1994 data, and have determined fuel prices on the basis of the latest available experienced monthly fuel cost levels as reported to the Department.

By Order 95-4-2 fares may be increased by the following adjustment factors over the October 1979 level:

Atlantic.....	1.4249
Latin America .....	1.4360
Pacific.....	1.6602

For further information contact: Keith A. Shangraw (202) 366-2439.

By the Department of Transportation.

Dated: April 3, 1995.

**Patrick V. Murphy,**

*Acting Assistant Secretary for Aviation and International Affairs.*

[FR Doc. 95-8549 Filed 4-6-95; 8:45 am]

BILLING CODE 4910-62-P

### Order Adjusting International Cargo Rate Flexibility Level

Policy Statement PS-109, implemented by Regulation ER-1322 of the Civil Aeronautics Board and adopted by the Department, established geographic zones of cargo pricing flexibility within which certain cargo rate tariffs filed by carriers would be subject to suspension only in extraordinary circumstances.

The Standard Foreign Rate Level (SFRL) for a particular market is the rate in effect on April 1, 1982, adjusted for the cost experience of the carriers in the applicable ratemaking entity. The first adjustment was effective April 1, 1983. By Order 95-2-8, the Department established the currently effective SFRL adjustments.

In establishing the SFRL for the two-month period beginning April 1, 1995, we have projected non-fuel costs based on the year ended December 31, 1994 data, and have determined fuel prices on the basis of the latest available experienced monthly fuel cost levels as reported to the Department.

By Order 95-4-1 cargo rates may be adjusted by the following adjustment factors over the April 1, 1982 level:

Atlantic.....	1.2505
Western Hemisphere .....	1.1483
Pacific.....	1.2965

For further information contact: Keith A. Shangraw (202) 366-2439.

Dated: April 3, 1995.

By the Department of Transportation.

**Patrick V. Murphy,**

*Acting Assistant Secretary for Aviation and International Affairs.*

[FR Doc. 95-8550 Filed 4-6-95; 8:45 am]

BILLING CODE 4910-62-P

## Office of the Secretary

### Application of Western Pacific Airlines, Inc., for Certificate Authority

AGENCY: Department of Transportation.

ACTION: Notice of order to show cause (Order 95-4-4, Docket 49941).

**SUMMARY:** The Department of Transportation is directing all interested persons to show cause why it should not issue an order finding Western Pacific Airlines, Inc., fit, willing, and

able and awarding it a certificate of public convenience and necessity to engage in interstate scheduled air transportation of persons, property, and mail.

**DATES:** Persons wishing to file objections should do so no later than April 10, 1995.

**ADDRESSES:** Objections and answers to objections should be filed in Docket 49941 and addressed to the Documentary Services Division (C-55, Room PL-401), U.S. Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590 and should be served upon the parties listed in Attachment A to the order.

**FOR FURTHER INFORMATION CONTACT:** Ms. Kathy Lusby Cooperstein, Air Carrier Fitness Division (X-56, Room 6401), U.S. Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590, (202) 366-2337.

Dated: April 3, 1995.

**Patrick V. Murphy,**

*Acting Assistant Secretary for Aviation and International Affairs.*

[FR Doc. 95-8626 Filed 4-6-95; 8:45 am]

BILLING CODE 4910-62-P

## Federal Highway Administration

### Environmental Impact Statement: Knox County, TN

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Intent.

**SUMMARY:** The FHWA is issuing this notice to advise the public that an environmental impact statement will be prepared for a proposed project in Knoxville, Knox County, Tennessee.

**FOR FURTHER INFORMATION CONTACT:** Mr. Wright B. Aldridge, Jr., Planning, Environment and Research Engineer, Federal Highway Administration, 249 Cumberland Bend Drive, Metro Center, Nashville, Tennessee 37228, telephone (615) 736-7106.

**SUPPLEMENTAL INFORMATION:** The FHWA in cooperation with the Tennessee Department of Transportation will prepare an environmental impact statement (EIS) and section 4(f) Statement on a proposal to improve a section of Interstate 40 from Interstate 275 to East of the Broadway Interchange in Knoxville, Tennessee. The proposed project is considered necessary to improve the operation and safety of this section of the Interstate.

Alternatives to be considered include: (1) Taking no action; (2) five build alternatives consisting of different design concept; (3) other alternatives